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LIMITED.

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CLARETS.

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ST. JULIEN	9.00	9.50
LA ROSE	12.00	12.50
CHATEAU HAUT BRION	18.00	18.50
CHATEAU MOUTON D'AR.	21.00	21.50
CHATEAU PONTET CANET	25.00	25.50
CHATEAU LA TOUR CAR.	30.00	30.50
CHATEAU LAUZAN	42.00	42.50
CHATEAU LAPITE	48.00	48.50

These CLARETS are brought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU LAUZAN, and CHATEAU LAPITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED.

On the 4th July, at No. 13, Albany Road, the second son of Mr. and Mrs. J. H. Watson, of the 30th June, at No. 38, Norfolk Terrace, Broadway, Shanghai, the wife of THOMAS HENRY HARRIS, of a daughter.

The Daily Press.

HONGKONG OFFICE: 11, DES VUEX ROAD CL.
LONDON OFFICE: 121, FLEET STREET, E.C.

HONGKONG, 6th July, 1901

The community will be gratified to learn that the Petition to the Secretary of State for the Colonies, asking for an enquiry into the existing sanitary condition of the colony, is still being extensively and representatively signed. If, however, any special inducement is needed to residents who have not yet signed for them to do so, it will be found in the fact that certain Chinese are organising an opposition to the Petition. We have had interviews with several leading Chinese on the subject, and whilst they express sympathy with the general desire of the Petitioners to improve the sanitation of the colony, and consequently advance its permanent prosperity, they take exception to the document for several reasons. They think it is an indictment against H.E. the Governor, who, they rightly state, has been most considerate and kind to the Chinese. Most of our readers will agree with the latter sentiment, although they may express it in a different form. The Chinese also allege that if the objects of the Petitioners are fulfilled such results will mean a Sanitary Board with more arbitrary powers than that body now possesses. The Chinese naturally expressed themselves that they would like to see the Sanitary Board swept away! To accuse this poor, helpless and unaided specimen of municipal administration of possessing arbitrary powers is indeed amusing. The Chinese should know through their own representatives on that Board that it is entirely without any powers whatever, and it cannot discharge its own public duties without the sanction of H.E. the Governor in Council. Its one function is to take certain departmental work off the hands of Government, and to philanthropically suggest measures for local improvements for Government consideration and enactment. Beyond that it is merely a select debating society in which local officials may sometimes assert an independent opinion unchecked and occasionally give vent to their feelings and provide an exhibition of good manners. For all practical purposes

the Sanitary Board may be likened to the helplessness of a moribund infant left on the steps of a convent with the customary chit to the benevolent. The third contention of the Chinese is that improved sanitation would mean increased taxation, forgetting the Government this year expects a surplus of almost a million dollars, part of which should be devoted to public improvements. Of course to the European community these objections on the part of the Chinese to the Petition would seem to be easily explainable—the Chinese need only to read the Petition to find they are entirely wrong in their deductions. The difficulty, however, is that the Chinese having once become possessed of the idea it is not easy to convince them otherwise. They are not open to conviction except from their own people. Many residents will doubtless treat any opposition to the sanitary reform of the colony from the Chinese as a matter of little moment, knowing the innate objection in the lower classes of Chinese to cleanliness, and recognising that if the sanitation of the colony be left to Chinese taste, things would come to a sorry pass. The point to be seriously considered is, however, whether the opposition of the Chinese has been influenced for specific motives. The Government naturally must provide some tangible excuse for twenty-one years of neglect and apathy, and it is conceivable that Chinese opposition to the introduction of sanitary measures would suit its case well. It is the only possible excuse the Government can present, though we should imagine it would require something stronger than this to bluff the Home Government. The Chinese have even been influenced so far as to discuss the possibility of presenting a counter-petition, but it is to be earnestly trusted for their own sakes and for the future welfare of the colony generally such an act of folly will not be perpetrated. It may be and it is not unlikely, though we can hardly imagine such want of public spirit, that certain residents having large vested interests in the colony have set the ball of opposition rolling amongst the Chinese. Whatever be the cause, such opposition does exist, and it is well the European community should know it and be prepared in no uncertain terms to deal with it. Chinese ignorance of the laws regulating health and life, and prejudice against their application, should not be allowed to keep back this colony, or to permit its being kept as insanitary and as unhealthy as it is at present. What is even more important, it should be made plain to the Chinese here, the vast majority of whom are not British subjects, that the British are the governing race. We are correctly to the intelligent Chinese any such opposition would cease, for that document has but one object, namely the improvement of the colony with a view to its permanent prosperity, in which all, Chinese, Indians and Europeans alike, must participate in.

The Portuguese clerk who forged a cheque on the Hongkong and Shanghai Bank last week in Shanghai, as we reported yesterday, and succeeded in cashing it, has been arrested at Chefoo, and nearly all the money has been recovered.

We have received from the local representative of the Equitable Life Assurance Society a copy of the May number of the *Equitable News*, containing amongst other things a description of the unveiling of the statue of Henry B. Hyde, founder of the Society, who died two years ago, and a photograph of the statue.

Pumping operations were recommenced on the dredger *Canton River* yesterday afternoon, and were proceeding satisfactorily when the safety-valve of the boiler of one of the three steam-launches supplying the motive power for the pumps gave way, and caused another stoppage of the work. The flats seem to be operating against the unlucky vessel.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening from 8 to 9.30. Programme—
Selection "Coster Songs" Godfrey Waltz "El Dorado" Boyle Song "The Everlasting Day" Bevan Lancers "The Savoy" Moore Selection "A Baroque" Kappay Polka "Lilliputian" Brewer "God Save the King"

A large company assembled in the Freemasons' Hall, Zetland Street, on Thursday last, the occasion being a smoking concert given by the Naval and Military Lodge in honour of Messrs. W. H. Sidwell and J. Nichols, who are leaving the colony to-day by the *Chuanan* for England. The long and varied programme was carried through without a hitch under the able chairmanship of Mr. F. Howell, the proceedings not terminating until nearly 1 a.m. The duet "Excelsior" by Messrs. French and Simmers was enthusiastically received, the last verse having to be repeated. Sergt Vigors in "O be careful" and his other songs caused great laughter. The other artists were Messrs. G. M. Wallis, J. Oxberry, B. Kosley, Terrill, H. G. Ward, E. J. Trevenant, W. H. Sidwell, H. M. Pyke, W. J. Bray and H. B. Bridger. Sergt. Barrall kept up his reputation as an accompanist. After a very enjoyable evening, the proceedings terminated with "Auld Lang Syne" and the National Anthem.

The Havas telegrams of the 27th ult. add to what we have already been told of the French Chamber's adoption of the Yunnan Railway scheme, the statement that M. de Myrdo Vilors expressed his regret, in adopting it, that it would impose such expenses on Indo-China.

H.M. gunboat *Pedcock*, Lieut. Commander C. P. Cooke, arrived at Plymouth on the 5th ult. from the China station. She has served two commissions on this station, and was recommissioned at Hongkong on New Year's Day, 1898. Her outfit will be carried out at Devonport at an estimated cost of £7,816.

The two Japanese firemen on board the T. K. K. steamer *Nippon Maru*, who were concerned in the assault on the English chief engineer W. L. Mitchell while on the voyage from Hongkong to Yokohama, as already reported by us, have arrived at Yokohama, and as an accusation has been brought against them, they were arrested and transferred to the Saitama, for trial.

Viceroy Li Kung-yi and Li Hung-chang, on receipt of the Imperial Edict announcing the Court's return to Peking, posted placards in the chief cities and places in their provinces notifying the people of the fact. They also wrote to Wen Wen-shao in Hsienfu and expressed their gratification at the acceptance of their petitions. Viceroy Li and Li Hung-chang signified their readiness to forward funds toward the expenses required for the Court's return to Peking if necessary.

The *Shanghai* records a snub received recently by Li Hung-chang from the Foreign Ministers at Peking. Four battalions of Governor Yuan Shih-kai's disciplined troops were ordered by Li Hung-chang the other day to enter Peking in order to preserve order inside the city after the evacuation by the Allied forces. Li's orders seem, however, to have been premature, as he failed first to consult with or notify the Foreign Ministers of the proposed entrance of the Chinese troops in question. Li Hung-chang was therefore given a broad hint that the entrance of Chinese troops being "officially unknown" there is every probability that when they are met by the Allies the Chinese troops will be fired upon. Li Hung-chang therefore countermanded his orders.

A copy has been sent to us of the annual report of the "Shell" Transport and Trading Co., Ltd. We note the year's profits were £376,332, 12s. 10d. as compared with £339,475, 10s. 3d. in 1899. After providing for income tax for the year 1899, management commission, directors' and auditors' fees, there remains a balance of £285,364, 2s. 11d., which the directors propose to deal with in the following manner:—Interim dividends already paid at the rate of 10 per cent. per annum, free of income tax (as compared with 8 per cent. for the year 1899) £195,000; provision for depreciation of steamers and installations (making the sum standing at the credit of this account £192,395, 11s. 6d.) £2,339, 11s. 11d.; balance carried forward £1,100, 11s. 6d. The directors state the Company's earnings have suffered materially by the war in China, their territory in Tientsin, looted by the Chinese, subsequently was seized and is still in the possession of the German military authorities. Claims have been duly made for compensation.

The Tientsin correspondent of the *Mercury*, writing on the 24th ult., says:—From Peking one hears of the great extension of the Legation areas. The British, Russian and American run parallel from Prince Su's right up to the Chienmen. The British along the whole length confront the walls of the Forbidden City, the carriage park with its buildings having been appropriated for barracks for the Legation guard and the site of the Hanlin College also being enclosed. Then the German, Japanese and other nationalities stretch right on to the Tanka Men, and exceed even the other in extent. Part of the wall of the Forbidden City has also been removed, because of the danger in any future possible attack on the Legations. Mines also are being dug by Chinese labour and are open to public inspection. I suppose as a warning to the Boxers of the future. The Gate towers are also being removed, and building going on apace, as it is also in Tientsin. A special crusade against native dogs has taken place, and Peking is almost free from them, while so clean is the city that the Chinese say that even the crows are getting thin and what they do get they have to go out into the country for!

Some wild stories are published about the collision in Tatsuyama Bay, says the *Japan Mail*. It is alleged, for example, that the captain of the destroyer had given orders that every vessel appearing in the district where the *Akebono* was cruising should be regarded as an enemy for purposes of practice, and that these orders were carried out with too much earnestness; but the explanation is defective, inasmuch as it is not a recognised mode of attack for a fragile destroyer to impale herself on the bows of a strongly built cruiser. That is what happened. The *Chiyoga* struck the *Akebono* stem on, and the shock was so great that the crew of the cruiser imagined they must have cut the destroyer in two. Three men on the *Akebono* were killed by an escape of steam and a fourth was badly injured, for though the engine-room was not actually struck, the force of the impact in its vicinity produced an explosion. We need scarcely say that this accident is taken as a text by critics who think that the tonnage of the Navy has been increased too fast for the development of a competent personnel. Indeed it can scarcely be doubted that there is some truth in such a reflection, for Japan has doubled her Navy within the space of six years, and it is not conceivable that she can have trained a sufficiently numerous body of officers and seamen in that time.

A case of plague has occurred near Tokyo. Several more plague-stricken rats, too, have been found in the town.

The outbreak of fresh missionary troubles in Quilpart is denied. Latest news via Japan indicates that all is quiet.

The damage sustained by the Japanese Legation in Peking during the siege is less than was expected. 5,000 yen will cover the cost of repairs.

The Japanese soldiers, instead of going into white uniforms on the 15th June, went into khaki. But there is as yet no improvement in the matter of footgear. The exceedingly clumsy and unserviceable Western boot is still worn.

The *Kobe Herald* announces that the committee of residents chosen to select the silver bowl which the town proposes to present to Field Marshal Count von Waldersee, has chosen a fine example of Japanese silver-work. The bowl itself stands 8 inches high and measures 13 inches in diameter. On the convex side the bowl is chasteily embellished to represent cherry-blossoms in full bloom. The interior is fluted, the depressions corresponding to the graceful lines of the rim. It stands on an oblong carving—its own object of value—seven inches high.

The *Kobe Chronicle* commenting on the fact that the California and Oriental Steamship Co.'s steamer *Carlisle City* arrived at San Diego with several cases of plague on board, while five of the crew and one Chinese passenger died at sea between Yokohama and San Diego, says:—This news is very serious. Hitherto it has been supposed that if a case did not develop on board a vessel within ten days of the date an infected port was left, all danger was at an end. Yet there must have been at least a fortnight between the date the *Carlisle City* left Hongkong, and that on which she left Yokohama, and up to that time it is clear no case had developed or the medical inspection would have brought it to light. Unless the men were infected by the cargo, which appears somewhat improbable, it would seem that the period of incubation in the case of plague may exceed fourteen days.

The tide of Japanese migration is said practically to be arrested. Hawaii affords the most striking example of this. The number of Japanese labourers there is gradually diminishing, their places being taken by the Chinese or negroes. The latter do not as yet enter into competition with the Japanese, who far outnumber other nationalities on the sugar plantations, but there is no denying the fact that their future is gloomy. The number of the unemployed labourers swarming about Honolulu is increasing, and many Japanese shops that used to supply goods to the labourers have failed. Apart from the American Immigration Acts, the constant discussions among the Japanese themselves as to their future in the islands, and the fact that the Government is now reported to be considering some official steps to be taken by the Government to give facilities for the exodus of labourers from Japan and to have the right of free residence guaranteed them by the foreign authorities.

The *Japan Times* gives the following account from an eye-witness of the murder of Mr. Hoshi Toru. The Alderman's Council was at its end and the Mayor and the other members, including Mr. Hoshi, were indulging in a general conversation, when a door leading into the council room was opened and a man entered. The new comer was apparently 50 years of age and looked every inch a gentleman—well dressed and perfectly self-possessed in manner. He never occurred to any one present to suspect the intentions of the man, and if everybody turned towards him it was to find out what his business was. Thus unsuspected, the man stepped up to Mr. Hoshi, saying something to him, and before the Aldermen had time fully to comprehend his words he took out a short sword which he had concealed under his hakama and with lightning speed planted it in Mr. Hoshi's right shoulder, its point penetrating his right lung from behind. The assassin drew the blade out as quickly as he had driven it in, and again thrust it into his victim's side. All this was done in a wonderfully short space of time, so that the other Aldermen present had no time to prevent the murderer from carrying out his bloody work so successfully. When the assassin drew out his sword after the last thrust Mr. Hoshi fell off his chair in a dying condition; and it was then only that Mr. Hiraoka, clerk of the meeting, realising what had taken place, jumped at the murderer from behind and took away from him his blood-stained sword. The others came to the clerk's help and assisted him in capturing the assassin, who, however, offered no resistance, saying that he knew what he was doing and he was not a man to run away. Shortly after some policemen arrived on the scene and took the man away with them. Another account states that Mr. Hoshi's murderer struck him several times with his dagger after he had fallen to the floor.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 5 fresh cases of plague and 5 deaths (all Chinese). The year's figures are now—1,629 cases, 1457 deaths.

A ten-year-old Portuguese boy, named T. Thomas, residing in Queen's Road, Wan-chai, was admitted to the Plague Hospital on Thursday. His attack is likely to be a mild one. The boy, it appears, was first taken to the Government Civil Hospital from Queen's College, and the case being diagnosed as plague, thence to Kennelbyton Hospital. All the Europeans under treatment are doing well, and there are no fresh cases.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 4th July, 3.45 p.m.

PAYING FOR THE FRENCH EXPEDITION.

The French Senate has voted a supplementary credit of 80,000,000 francs for the French expedition to China.

GENERAL NEWS.

LONDON, 4th July, 3.45 p.m.

THE HEAT IN NEW YORK.

The temperature in New York has fallen from 102 to 81.

MARKETS.

Cotton and barley are steady. Yarns are lifeless.

MONEY.

Consols stand at 49 3/4. Bank rate is unchanged.

REUTER'S SERVICE.

LONDON, 3rd July.

THE LIBERAL PARTY.

A meeting of the Liberal party has been summoned. It is understood that a resolution of confidence in Sir Henry Campbell-Bannerman will be proposed.

EXTREME HEAT IN AMERICA.

The heat in America continues unabated, and the mortality is alarming. Business is paralysed.

LONDON, 3rd July.

FAILURE OF BOER INVASION OF TRANSKEI TERRITORIES.

The Boer invasion of Transkei has failed in its object, and Foch's command is retreating in the direction of the Drakensberg Mountains.

THE HEAT IN AMERICA.

The heat in America is appalling; 225 deaths occurred in New York yesterday.

THE CHINESE QUESTIONS FROM AN EUROPEAN POINT OF VIEW.

Under the above heading the *Orientalist* Lloyd of the 28th ult. has a lengthy article, the writer expressing his surprise that the enthusiasm awakened in Germany over the expedition to China should so quickly have changed to the universal cry, "Away from China," as is the case at present. This cry, says the writer, is not owing to any opinion of the people that the settlement with China is made, but because it is generally recognised that the whole of the proceedings were so mismanaged that it has become necessary first to clear the way, so that, should it become necessary again to interfere in China with armed force, such interference may in the future be conducted with better results than the past. That the withdrawal is universal shows that all the Powers recognise not only that mistakes were made, but when and where they were made, and they will now know how to avoid them in the future.

Of the English Press in regard to this withdrawal of troops, the writer says:—The English Press gives its opinion in an even blunter manner. The *Morning Post* thinks that "most of the Powers are probably only waiting for a plausible excuse to withdraw their troops from China, after they have received a written assurance from the Chinese Government that the different proposals put before it would be agreed to, and to let everything go on again in its own sweet way in that part of the world. Of course after most of the troops have been withdrawn, the comedy, or more properly the tragedy of last year is likely to be repeated."

The writer, continuing, quotes from the *Daily Chronicle* as follows:—"Finding the 'avenging angel' style fruitless, the Powers hastened in their attempts to vie with each other in pretensions of friendship, disinterestedness, and humanity. How genuine this display of disinterestedness has been shown by Russia's attempt to squeeze a special agreement out of China re Manchuria. It will be interesting to watch in a few years hence whether Germany's mailed fist, the roaring of the Russian bear, or the United States' moderation will answer the best purpose."

The writer also asserts that the fact that the work of the German troops did not get the recognition it deserved, and that the unjust and sneering criticisms of the English Press, especially of the *Times*, of Germany's work during the disturbances in the north, has had a great deal to do in cooling the ardour and enthusiasm at first felt by the German people over the expedition, and made them feel that the result was not worth the sacrifice.

The article concludes with an exhortation not to hope too much in the way of peace and good-will from China. The fact that one Legation will command the east gate, another the south gate, the two main entrances to the Imperial Palace, makes it very doubtful whether the Emperor and Empress Dowager will ever return to Peking again. Also the contemplated idea of putting the Chinese Government officials under the command of the different troops retained in China will always give cause for anxiety, as the slightest display of overbearing conduct or want of diplomacy on the part of the foreign commanders may cause an instant disruption.

Truly, according to the *Orientalist's* Lloyd, writes, the situation in China is dark and full of menace.

PRIZE-FIRING ON THE CHINA STATION.

Our Weihaiwei correspondent writes to us that the Seymour Challenge Shot prize-firing competition for H.M. fleet is proceeding very keenly there. H.M.S. *Barfleur*, though unable to catch up the *Te Rible*'s world record, has nevertheless made a splendid score, entirely outclassing all other records in the past, including that of H.M.S. *Scylla*, which for two years held the list. The following is the *Barfleur's* score:—

Name	Rating	No. of Rounds	Hits	Misses
J. Drew	P.O. 1	9	8	1
B. Bedford	L.S. 2	9	7	2
G. Massenbird	Sgt. R.M.A. 1	8	7	1
P. Dutt	Gunner 1	8	7	1
C. Thurgor	P.O. 1	8	7	1
J. Barrett	Cpl. R.M.A. 1	8	7	1
M. Pyno	P.O. 1	9	7	2
C. Carlet	Gunner 2	6	6	0
H. Whitway	P.O. 2	8	6	2
C. Palmer	A.B. 2	8	6	2
T. Cloke	P.O. 2	9	6	3
E. Cobb	Gunner 2	6	5	1
W. Martin	Gunner 2	8	5	3
M. Collins	P.O. 1	9	5	4
H. Newcome	P.O. 1	9	5	4
A. Winter	A.B. 2	8	4	4
F. Garrod	Gunner 1	8	4	4
G. Marshall	P.O. 2	6	4	2
J. Bell	Gunner 2	7	4	3
E. Johns	A.B. 2	9	4	5

The 10 47in. guns fired 159 rounds and made 114 hits. This gives an average of 5.7 hits per gun per minute, which is a record for 47in. guns.

The following table of results shows the great improvement in sighting the ship has been made by using telescope sights and by practising with Captain Scott's "Dotter" and "Morris" tube aiming rifle, and also in loading by practising at a loading tray on the same principle as adopted in H.M.S. *Terrible*. The "Dotter" has been in use on board since December, 1900 (when telescope sight were made by and fitted by ship's artificers), and the aiming rifle and loading tray only a fortnight before the present prize firing took place. It is, we understand, an electrical contrivance invented by Capt. Scott for teaching men to shoot, the details of it being kept secret.

Year	Fired	Hits	Average Hits per gun per minute.
1899	111	34	1.7
1900	111	47	2.35
1901	159	114	5.7

10in. BREECH-LOADING GUNS.

Name	Rating	No. of Rounds	Hits	Misses
H. Pollard	P.O. 1	13	10	3
B. Head	"	1	6	3
G. Freeman	"	1	6	3
S. Brett	"	1	5	3
H. Harper	"	1	12	3
H. Halsey	"	1	1	9

The 4 10in. guns fired 47 rounds and made 23 hits. This gives an average of 48 hits per gun per minute.

The following inquiries were presented on board to check time and marking:—Commander Ogilby, R.N. (H.M.S. *Terrible*), Lieut. Prudergast, R.N. (H.M.S. *Centurion*), Lieut. Litchfield, R.N. (H.M.S. *Terrible*). The *Narad* and *Milford* joined in the last number 1 rule of the service that when a naval brigade is landed the flagships' detachment takes the right of the line in virtue of being the senior officer's ship. In future that place of honour will fall to the ship that has won the Seymour Cup during the misty course. On the China station it is assumed that the new departures are due to what the admiral saw at the Taku Forts and Tientsin; but whatever may have been the motive it is gratifying to know that on at least one of the principal stations strong indications are now held out to qualify for first place, both in fire practice and in heavy gun firing. The crew of a flagship may regard it as a stigma to be displaced from the right of the line, but as the place of honour is open to competition we cannot see that any hardship is incurred, for it will be the duty of the flagship to endeavour, by merit alone, to retain this point on which it has until now held by courtesy.

FOOCHOW.

The *Foochow Echo* of the 29th June has the following items:—

Mr. L. A. Mackinnon, of H. B. M. Consulate, left on Wednesday for Santa, and will be absent for some weeks. Before returning he is to visit, we understand, Fuhning and other missionary stations in the vicinity.

One of the passengers by the last trip of the *Hosetia* to Shanghai was Mr. Reginald Tower, Secretary of Legation at Peking. During his short stay here he was the guest of Mr. P. E. O'Brien-Butler, H. B. M. Consul.

Between heavy rains, thunderstorms and steamy heat, the weather at the close of the month is not agreeable. If sickness amongst the natives may be gauged by the length of their noisy processions, there can scarcely be less than there was last year at this time—the time of a large consumption of unripe fruit.

Of recent improvements undertaken by the community, few, if any, will commend themselves more to the public than the purchase and installation of the shops in the street leading from the hill to the Hongkong Bank premises and to the Foochow Native Hospital. The street is widened and a very cramped corner done away with, while the street itself is now a continuous one with that leading to the Amoy Road and so to the Foochow Native Hospital.

Business in the tea market continues on a very limited scale; prices, as yet, not having fallen to a level to lead to more extensive transactions. The settlements of Canton to date are only 75,000 half-chests against 197,000 half-chests last year; the stock is 123,000 half-chests against 112,000 half-chests last year. The export to Europe is 8,514,412 lbs. against 5,189,198 lbs. last year.

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Stuttgart*, carrying the German mails with dates from Berlin of the 10th ult., left Singapore on the 5th inst., at 10 a.m., and may be expected here on or about the 10th inst. a.m.

The P.M. steamer *City of Peking*, with mails, &c., left Shanghai on the 3rd inst., at midnight for this port.

The P.M. steamer *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 29th ult.

The N.Y.K. steamer *Wakana Maru* (European Line) left Kobe via Moji for this port on the 5th inst., and is expected to arrive here on the 10th inst.

The C.P.R. steamer *Empress of China* arrived at Vancouver at 4 a.m. on Thursday, the 4th July.

POLICE COURT.

Friday, 5th July.

BEFORE MR. HAZELAND.

CATCHING A TARTAR.

Chinese constable No. 282 was charged with breach of duty according to Section 22, Police Regulations, which forbids any constable to enter a gaming-house without special permission, or a warrant or order from a superior officer.

Defendant entered the coolie-house, No. 14, Amoy Street, and seeing some of the inmates gambling, he entered the house. One of the inmates, who was sitting on the floor, took to his heels by jumping through the window. The others told him they had no money. He then broke open a locked box, and took some ten-cent pieces from it, saying he would go and have some tea. One of the coolies remonstrated with him, and he was struck by his pains. When defendant wanted to make off, the coolies tried to prevent him, but failed. European P. C. 104 came on the scene later on, and defendant was given in his charge. Previous to that he had thrown down his whistle and put his lamp behind the door, and when P. C. 104 came, he told him he had been assaulted by complainants and robbed of his lamp and whistle. Such was the story told to His Worship by complainants.

Defendant's story was quite different. He said that at 2.15 a.m. on the 30th he was examining the doors and windows in Amoy Street, when he saw a man who had been loitering there run into house No. 14 upon his approach. Defendant followed him upstairs. Entering a room he saw some coolies gambling. He asked them where the man was to whom he told him they had been assaulted by complainants and robbed of his lamp and whistle. Such was the story told to His Worship by complainants.

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Complainants' story was fully corroborated in every detail, but His Worship in summing up said he was convinced that defendant had violated his duty and committed a breach of regulations by entering the house and attempting to catch the gamblers. He sentenced defendant to a fine of \$25 or one month's hard labour.

THREE OF THIRTY METAL CHAINS.

Mr. Jack of Messrs. Ullmann & Co., charged a Chinese with theft of thirty metal watch-chains valued at \$15. Accused got three weeks' hard labour.

GAMBLING RAID—MAN'S LEG BROKEN.

On the 2nd inst. the police raided a gaming house at 28, Leaser Street, and arrested several Chinamen, all of whom were next day fined \$3 each. The raid in one sense taught the gamblers a lesson, but not that lesson the police desired, for enquiry showed that the premises at Leaser Road were again being unlawfully used as a gaming house, with the difference that the inmates had taken extra precautions to balk the police, and if possible to keep them out. Getting wind of this, the police on Thursday night paid a second visit to the house, and succeeded in making an entrance. A scramble to escape ensued on the part of the inmates, one of whom fell and broke his leg. He was sent to hospital. Nineteen arrests in all were made, and the defendants, after being charged, were fined \$3 each.

ROBBERY BY CHINESE ACTOR.

The Tak, a Chinese actor, stole from his friend, Lin Shun Fan, a shopkeeper of No. 16 Wing Kat Street, a pearl and almond-wood rosary, valued at \$1,000. He went and pawned the same for \$300 and proceeded to a Chinese tea-house to have a good time with his lady friends. When arrested he had still \$250 in his possession.

Accused admitted his guilt and was given four months' hard labour.

STEALING A CHILD.

Chan Wan, an old woman was charged by Inspector Collett with feloniously receiving into her house a girl 12 years old who had been stolen from her parent.

Accused stated that one Chu San brought the child to her and asked her to keep her for eight or ten days, saying that she was his daughter and his wife having died, he would take the girl into the country after a few days.

The police had been unable to lay their hands on Chu San, the real thief; therefore under the circumstances His Worship said there was insufficient evidence against the accused woman to justify him in either convicting her or sending her to the Supreme Court. She was accordingly discharged.

BEFORE MR. KEMP.

FINES FOR DIRTY YARDS.

Messrs. Holiday, Wise and Co., and the Secretary of the Marine Engineers' Institute and Messrs. McGregor Bros. and Gow, all of No. 4, Des Vaux Road, were charged with having their yards, servants' quarters and latrines in an unclean and insanitary state.

Messrs. Holiday, Wise and Co. and the Secretary of the Marine Engineers' Institute were fined \$1 each, while the charge against Messrs. McGregor Bros. and Gow was dismissed.

ILLICIT OPIUM.

There were four cases of being in possession of illicit opium, the fines ranging from \$2 to \$20.

THEFT OF MARBLE AND LEAD.

A Chinese for stealing three pieces of marble and two pieces of lead got three weeks' hard labour.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report dated Hongkong, 5th July. Since our last report business generally has continued dull, and expectations of a revival after the June settlement, which passed off satisfactorily, have not so far been realised.

BANKS.—Hongkong and Shanghai have been placed at 300 and 322 1/2 per cent. premium, and close firm with buyers at the latter rate. The London rate has advanced to 261. 1/2. 3/4. National and Bank of China are unchanged.

MARINE INSURANCES.—Unions have been sold at \$340. China Fire has been sold at \$60, but close easier with sellers at \$60. Yangtze Insurance has been sold at \$125.

FIRES INSURANCES.—China Fire has been sold at \$350 with probable sellers. Shipping.—Hongkong, Canton and Mucos continue quiet at \$35. Indo-China have been placed at various rates up to \$123 1/2, at which the market closes quiet with further sellers.

China-Manila (old) have been bought at \$55. The new shares are wanted at \$52. Donghai have been placed and are obtainable at \$56. Star Ferries are respectively. Shell Transport are wanted at \$2. 1/2. 3/4.

EXPRESS.—China Singaris are quiet at \$145. LIONS continue to be neglected.

MINING.—Panjoms are in request at \$52. Ranks have been placed at \$12, and more shares are obtainable.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue dull, and a

further decline to \$307 1/2, at which there are sellers, has to be recorded. Hongkong and Whampoa Wharves have been sold at \$108 and \$102 1/2. New Amoy Docks are wanted at \$221.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are slightly firmer at \$291 with buyers. West Point has been placed at \$54. Hongkong Hotels are in demand at \$129 after sales at \$127 1/2 and \$128. Humphreys Estates are to be had at \$13.60.

COTTON MILLS.—Hongkong Cottons have improved to \$8 1/2, at which shares are wanted. Quotations for the Northern stocks are taken from the last Shanghai circulars to hand.

MISCELLANEOUS.—Green Island Cements have been sold at \$191, and there are further buyers. A. S. Watson & Co.'s have been sold at \$154 to \$162, and are still wanted. Irons have been sold at \$180. Tramways have improved to \$250 with buyers. Watkins have been sold at \$8.60 and \$9.75, and more shares are wanted at the higher rate.

MEMORANDUM.—Hongkong Electric Company, Limited, ordinary yearly meeting on the 6th inst. at 8 a.m. at which shares are wanted. Guest Eastern and Caledonian Gold Mining Company, Limited, in Liquidation, extraordinary meeting of preference shareholders to discuss liquidator's proposals for dealing with the Company's assets, on the 20th inst.

INDO-CHINA STEAM NAVIGATION CO.

The following is the nineteenth annual report of the board of directors of the Indo-China Steam Navigation Company, Limited, presented to the shareholders at the twentieth ordinary general meeting, held at the London offices of the company, on Thursday, the 13th June.

The startling events that have taken place in Northern China during the year have not had the disastrous effect on the shipping trade which might have been looked for. It is true that the customary business with Chefoo, Tientsin and Newchwang has been seriously interfered with, but this loss has been compensated by the necessities of trade in the Southern Provinces. Competition by foreign shipowners for the coasting and river traffic is, however, even more keen than before.

In these circumstances it is satisfactory that the working account shows so large a surplus, which enables the Board to recommend an increased dividend. The disposable balance amounts to £23,336. 7s. 8d., which the directors propose should be appropriated to the payment of a dividend of 6 per cent., making with the interim dividend paid in November last 10 per cent. for the year, together with a bonus of 4 per cent. free of income tax. This will leave an amount of £13,747. 7s. 8d. to be carried forward.

The directors have thought it expedient to open a "General Reserve Fund," which is credited with £70,000 from accumulated profits. This will serve to continue their policy of meeting the requirements of trade with the newest class of vessels, as well as for renewal of boilers and other current requirements.

The rate of exchange for the adjustment of accounts has been continued at 1s. 11d. per dollar, and owing to remittances having been made at more advantageous rates, a surplus has been derived from this source which is added to the Exchange Reserve Account, increasing it to £1,399. 1s. 8d.

The claims on underwriting account have been unimportant, no total loss having been sustained during the year, and the balance at credit now amounts to £206,101. 1s. 8d.

In addition to the river steamer Pak Wo, noticed in last report, two small steamers from the West River with their attendant barges, in which this Company was interested, have been sold during the year, the proceeds fully covering the figures at which they stood in our books.

The steamer Jai Sing mentioned as building at Shanghai, where she arrived on the 2nd inst., and she will immediately take her place on the Calcutta line. A second steamer for the same trade is now in hand at Glasgow, also two improved coasters of about 2,300 tons register. The steamer building at Shanghai for the Ichang trade is now approaching completion.

Two new and more suitable steamers for the West River passenger and cargo trade have been delivered. The trade here has made a little progress, but is not likely to give any very satisfactory results until a complete and liberal revision of the regulations for navigation on the internal waters of China has been obtained from the Chinese Government, and until they show some interest in making their rivers navigable.

We have to lament the loss of our colleague, Mr. Thomas Reid, who died in July last, having served the company as director since its commencement. In his place Mr. Edward F. Alfred, late of Shanghai, has been appointed by the Board, which requires confirmation by the shareholders. The retiring director is Mr. W. L. Watson, who offers his resignation. The auditors, Messrs. Tarjand, Youngs & Co., will be duly proposed for re-election.

J. MACANDREW, Chairman.

BALANCE-SHEET.

At 31st December, 1900.

To share capital—Authorized £1,200,000, first issue 60,000 shares each £10, whereof 49,369 subscribed and fully paid up 493,690 0 0

To balance of undivided profits 226,011 1 6

To money creditors in London and China 28,170 7 0

To loans 3,270 0 0

To general reserve fund 70,800 0 0

To exchange reserve account 11,659 1 8

To balance from previous year 63,171 9 8

Less interim dividend of 4 per cent. declared 20th November, 1900 19,832 12 0

£ 578,467 5 5

By steamships, hulls, &c. 774,611 2 1

Less depreciation written off for this year 54,902 9 11

£ 719,708 3 0

[This includes the value of steamer Kow Shing, chartered from the Chinese Government.]

By cables and provisions on board ships and in godowns 10,156 14 0

By office furniture 63 17 0

By sundry debtors in London and China, agents' balances, freights, &c. 306,039 2 0

By cash in London and China 38,458 7 4

£ 1,134,125 7 8

REVENUE ACCOUNT.

To general charges, telegrams, directors' and auditors' fees 5,134 15 7

To depreciation account—£ 2 s. d.

On steamships, &c. 54,902 9 11

On office furniture 10 5 3

£ 54,912 15 2

To income tax account 3,701 17 0

To balance reserve fund 70,800 0 0

To balance transferred to balance sheet 85,171 9 8

£ 139,591 6 11

Cr. £ 216,521 6 11

By balance brought forward from 1899 27,558 11 6

By net earnings of steamers for the year 1899 53,616 5 6

By interest account 102 6 0

By transfer fees 13 12 8

£ 139,591 6 11

ROUND THE WORLD IN SEVENTY-THREE DAYS.

In yesterday's issue we quoted an account from the *Japan Gazette* of the latest advertising scheme of Mr. Hearst's, the well-known proprietor of several American papers, who is sending two or three expeditions round the world with the object of discovering in hotbeds, from a gentleman who arrived here on Monday, we learn that the two representatives of Mr. Hearst who passed from Japan to Vladivostok by steam launch (presumably from Tsura) reached the Russian port on June 15th, and left the next day westward by rail. The elder of the two is Mr. Horton, author of *Another Helen*, and the younger (the schoolboy) is his son, aged about seventeen or eighteen years.

Some interest was undoubtedly raised by this journey to break records on the new route, but it may be worth while pointing out that the project was not exactly an original one on the part of Mr. Hearst, the *Madin* of Paris having previously arranged for a representative, M. Sallway, while the *Journal* had a similar undertaking on hand before Mr. Hearst launched his scheme.

As a matter of fact, it seems probable that the record will be made not by the journalists, but by two private gentlemen, or rather, it should be said, by one of them, who have come across Siberia, and who have evidently taken some trouble to ascertain the nature of the route to overcome the obstacles to be encountered to a quick passage. These two gentlemen arrived at Kobe on Monday, their names being M. Robert Lebaudy, the well-known owner and breeder of race-horses in France, and Mr. Samuel Hill, a member of the governing board of Harvard University, who has done much quick travelling in his time. Messrs. Lebaudy and Hill left Paris on the 15th May, reached Vladivostok on the 15th June, and arrived in Kobe on the 24th June, having thus accomplished the journey in thirty-nine days.

Moreover, they lost a fortnight on the journey from one cause or another, two days being lost at Irkutsk, two at Shikha, where the vessel was stuck on the sand-bars, two days at Stretinsk, and a week at Vladivostok. When there is continuous through connection, therefore, the journey from London to Japan, via Siberia, ought to be done easily in from twenty-five to twenty-eight days, and considerably less when certain improvements are made.

Mr. Hill, differing from others who have journeyed across the railway, speaks very highly of the Trans-Siberian line, and says the trip is as easy to make as to go from London to Paris. He evidently believes that the railway will be before many years are over the great artery of communication between Europe and the Far East. We may add that Messrs. Hill and Lebaudy expect to reach Seattle on July 16th, sixty days from Paris, where they separate. M. Lebaudy proceeds across the Continent to New York, where he will arrive about the 23rd July, and, allowing for the journey across the Atlantic, he expects to be in Paris seventy-three days from the date he left in the Pacific. This will be a record, the journey round the world never having been accomplished in so short a time before.—*Kobe Chronicle*.

ABOUT KRITZINGER.

A COLONIAL TROOPER'S STORY.

A Colonial trooper, George Henry Aimes, was recently captured by Kritzinger in the vicinity of the Zambesi range, and, having known the Boer guerrilla leader years ago, he did not have a bad time. Kritzinger, although a burgher of the Transvaal, is a Cape Colonial born.

For a week Aimes was kept a close prisoner, but when the Zambesi commenced to get too hot for the Boers he was told to go; and, having refused to give his parole, was informed that if caught again he would be shot.

One night, while negotiating a bottle of "Dop" or Cape gin—and talking over old school-days with him—Aimes, a rider, dressed in the uniform of a Colonial scout, rode up and gave the Boer leader a despatch. After reading it Kritzinger said, "This letter is from Botha. It has come from Lydenburg in five days six hours."

"Impossible!" said Aimes. "A horse, or three horses, could do it. It must be 500 miles as the crow flies, and a good 600 by any trek!"

FOR THE SAKE OF A LADY.

"Ah!" replied Kritzinger, "but this did not come by horse. You will never understand how many friends we have. This letter was carried by a sick English officer to oblige a Pretoria lady, and delivered to my agent at one of your guerrilla railway stations fifty miles from here. Botha says he can't agree about surrendering." So, then and there on March 22, the Boer leader read to the troops a copy of Lord Kitchener's despatch dated eight days previously. Whether it was the "Dop" or the news he had received which caused Kritzinger to loosen his tongue the trooper does not know, but he advised his prisoner to leave the country and go to Australia, as the war "will go on," said he, "until amnesty is granted to the Cape rebels."

In the course of conversation the trooper strongly advised his old friend to "chuck it." In reply to that Kritzinger said, "No, I will be late. Look at De Wet. He is an uneducated 'Bywoner,' but the world rings with his name. He could get the general's baton in any army in Europe to-morrow, and for a lecture tour in America he could command £1,000 a week. When they have all thrown up the sponge, I'll do the same; but not until they do. Catch me! Bah! You'll never catch me. There are two columns after me just now, and every hour I know just where they are. If they suddenly cut in on a striking distance what would I do? Why, split up these 210 men here into small bunches, some twenty, some fifteen, some five."

HOW IT IS DONE.

"One man in each party knows where to trek to and one only. If he is caught he can be trusted; the others know nothing. I fix on a spot-fifty, one hundred or two hundred miles from here, and tell them to be there on a certain day, and—well, we're always there. De Wet started that game, and it's very safe. The English have 25,000 men in this Colony now, but they can't move more than thirty miles a day to save their souls. If they split up we can concentrate and catch a few companies, if they don't split up we'll buzz around them like flies. Gans, you said? Bah! I don't want gans. I have one or two 'planted,' where I can get them."

WHITE AND SOUND TEETH. ROWLAND'S ODOREX is the best and purest dentifrice, being warranted free from any acid or gritty ingredients; it whitens and preserves the teeth, eradicates the formation of tartar, removes spots of incipient decay, polishes and preserves the enamel, sweetens the breath, induces a healthy action of the gums, causing them to assume the brightness and color of ivory. ROWLAND'S ESSENCE OF TOILET is the best preparation for drying the hair, a permanent brown or black. Ask Stores and Chemists for ROWLAND'S articles, of 67, Hatton Garden, London. 1364—4

them but they are in the way. They're too slow. What I want is 500 rebels with halberds round their necks, and scattered English guerrillas, big clumsy English columns and Dutch farmers who believe that the Creator has willed the ultimate triumph of the Boer cause. With these conditions I'll keep this game up until I die of old age, or the English guerrillas overtake me, or the English farmers put half a million men into this colony alone. Brand and Hertzog are playing the same game, but young Brand is not liked by our people; he is too rough with farmers who won't join him, and one day he'll be given away."

GERMAN ENTERPRISE IN CHINA.

The *Lokal-Anzeiger* publishes an interview with Herr Ballin, the director-general of the Hamburg-American Steamship Company. Herr Ballin, who has recently returned from China, in reply to questions put to him, expressed the opinion that a great development of trade might confidently be expected in the Yangtze if there was no interference with the peaceful progress of the country. The Hamburg-American Company was co-operating with the North-German Lloyd in the establishment of a line of steam ships which would carry the German flag as far up the Yangtze as the river was navigable. Chihli, too, would offer a great field for German commerce and for German navigation so soon as the present troubles had come to an end. The Hamburg-American Line had resolved to establish a regular service between Tsing-tau and Chefoo and Tientsin. At present the coasting trade was to a preponderating extent in the hands of the English. But Herr Ballin had no reason to doubt that the English companies, without engaging in a war of rates, would recognize the necessity of allowing the German firms to take a fair share of the traffic. At the annual general meeting of the German Colonial Association, held at Lübeck, under the presidency of Duke Johann of Mecklenburg-Schwerin, a resolution was passed urging the Government to increase the number of German Consuls in the Yangtze district.

BRITAIN'S POSITION IN THE MEDITERRANEAN.

Service topics figure prominently in the June reviews, among the articles being one in the *Fortnightly*, in which Col. Willoughby Verner deals with the importance of maintaining our naval strength in the Mediterranean. Colonel Verner maintains that by ignoring this matter we are literally living in a fool's paradise. After alluding to the strategic importance of the island of Malta for docking, coaling, and like purposes, Colonel Verner reviews our attitude to Russia, which, he contends, has undergone a great change by the events of the last few years. He sums up the position thus:—"Since the Black Sea is tobacco to our warships, and is free to those of Russia, the fleets of the latter Power are unavailable by us until they emerge into the Aegean Sea. In other words, the Sevastopol of to-day, for all intents and purposes, may be taken as being at the entrance to the Dardanelles, and in consequence is only 450 miles from our route between Malta and Alexandria—a day's steaming, or a little more. It is well known that Russia has forbidden the Porte to fortify the Bosphorus, and there are very good grounds for assuming that she has already made arrangements for passing her warships through the Dardanelles at her pleasure. What would occur, then, if we found ourselves at war with Russia in alliance with France? It is as clear as noonday that as a matter of fact a hostile fleet based on the great naval arsenal of Toulon, with an allied fleet practically based on the Dardanelles, and both equidistant from Malta and within two days' steaming of that point, afford a strategic combination greatly to our disadvantage. Added to which these two fleets in effecting a junction anywhere near Malta, would derive a welcome support and ample supplies from the new harbour of Bizerta."

Colonel Verner attaches a significant importance to the best prize essay of the French Naval League having been awarded to the writer of an article on "No War with England." In this, Colonel Verner says, "The President of this League is Admiral Biennais, the chief of the French Naval Staff, an appointment corresponding to that of First Naval Lord of our Admiralty. This officer awarded the prize to a young naval lieutenant, who advocated unconditionally, in the event of a war with England, an immediate offensive. It is hardly necessary to point out that the adoption of such tactics is an absolute *volte-face* as regards French precedents. In former days it was England who, in a naval war, adopted a vigorous offensive, and yet we here see the first man in the French Navy deliberately approving a total reversal of the traditional tactics of his country, i.e., the defensive. The question naturally arises, why are the conditions thus reversed? The answer is not hard to find. Simply because our two fighting fleets, those of the Channel and of the Mediterranean, are not ready for war, and because the French know this perfectly well."

After pointing out that Alexandria, "the strategic key of the Eastern Mediterranean," has been unfortified since we destroyed its forts in 1882, and that therefore it would be a comparatively easy matter to make it a second Sevastopol, Colonel Verner arrives at the conclusion that what we really need is "that firstly, more battle-ships should be sent to the Mediterranean; secondly, that many more cruisers should be placed on that station; thirdly, that a large additional flotilla of destroyers should be sent out to thwart the French torpedo-boat scheme; and, fourthly, that a proper complement of auxiliaries, condensing vessels, repairing vessels, ammunition and store-ships, coal depots, &c., without which a modern fleet cannot keep the sea, should be at once assembled there."

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

7th July, 5th Sunday after Trinity.

Matins (11 a.m.)

Responses, Psalms; Venite, Alcock; Psalms, Hayes, Matthews; Te Deum, Calkin in D.

Jubilate, Calkin in D; Hymns, 214, 556, and 280 (2nd part); Kyrie, Stainer in F.

Evangelium (5.45 p.m.)

Responses, Psalms; Psalms, Elvey; Magnificat, Bentinck; Nunc Dimittis, Hayes; Hymns, 31, 218, and 259; Vesper Hymn, Ward 2.

ST. PETER'S CHURCH.

West Point.

Matins (11 a.m.)

Venite, MacFarren; Te Deum, Henley; Jubilate, Smart; Kyrie; Hymns, 330, 257, 11 (S. H.) and 61 (S. H.); Holy Communion.

Evangelium (8.30 p.m.)

Magnificat, Bentinck; Nunc Dimittis, Crotch; Hymns, 329, 395, 15 (S. H.) and 34 (S. H.).

The Mission launch *Dryden* will visit the ships between 9.15 and 10.15 and between 5.15 and 6.15 (Kowloon Ferry at 10.30 and 6) to bring ashore any wishing to attend the services, returning afterwards. The "answering pen" may be followed.

EVERYBODY

WHO

KNOWS

ANYTHING

SAYS

THAT

CLUB

WHISKY

IS

THE

BEST.

\$12 PER DOZ.

H. PRICE & CO.

Hongkong, 1st July, 1901.

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.

Hongkong, 20th May, 1901.

LESSONS IN FRENCH.

NEW and easy method of learning French

in a few months, mainly by conversation, by a Frenchman. Terms very moderate. Please address—

B. R.,

Care of Office of this Paper.

Hongkong, 23rd February,

NEW ADVERTISEMENTS

TO OWNERS OF HORSES AND CATTLE.

THE undersigned Importer of BARLEY and BRAN will be pleased to undertake Orders.

CH. TONG.
No. 3, Queen's Buildings.
Hongkong, 6th July, 1901. [1708]

NOTICE

AS MR. GEORGE HENRY WHEELER has resigned his position in our Company on account of ill-health, all powers of Attorney granted him by the Company are hereby revoked.

STANDARD OIL COMPANY OF NEW YORK.
Hongkong, 6th July, 1901. [1705]

HONGKONG RIFLE ASSOCIATION.
SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION on above TO-DAY (SATURDAY), the 6th inst. commencing at 2.45 p.m. Ranges 200, 500 and 600 yards: Seven shots and a sighter at each Range.

A. MACKENZIE.
Hon. Secretary.
Hongkong, 6th July, 1901. [191]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 6th July, 1901, at 11 A.M. at their Sales Rooms, Ice House Street, 15 Drums SHIP'S PAINT, 3 Cases FANCY SOAPS, 5 Bales WALL PAPER: Also

29 Cases, Quart and Pint bottles BOLL'S CHAMPAGNE (in sound condition), 14 Cases HOLLAND GIN, 2 Cases BEER and a Quantity of PORT WINE, SHERRY, MADEIRA, &c., &c.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 6th July, 1901. [1707]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship, "TOONAN," Captain Blothen, will be despatched for the above ports TO-DAY, the 6th inst. at 4 P.M. For Freight or Passage, apply to DOUGLAS LAPPACK & CO., General Managers.
Hongkong, 6th July, 1901. [1706]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship, "PERLA," Captain G. T. Blackland, will be despatched as above on TUESDAY, the 9th inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.
Hongkong, 5th July, 1901. [1703]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship, "STUTTGART," of the Norddeutscher Lloyd, Captain P. Grosch, who has with the outward German Mail about the 10th inst., will leave for the above places about 2 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 6th July, 1901. [1709]

THE HONGKONG WEEKLY PRESS is now ready, and contains—

Leading Articles:—
Hongkong's Petition to the Secretary of State.

The Tramways Bill.
France in South China.
The Lingling Court.
Russia and Manchuria.
The Rebellious Reactionaries.
The Crisis in Telegrams.
Admiral Seymour in Hongkong.

The Plague.
The Tramways Bill.
The Santa Casa da Misericordia of Macao.
Canton.
Macao.
The Philippines.
Northern Notes.
Change Doings.
Hongkong Electric Co., Ltd.
Correspondence.
First Gymkhana of the Season.
Consular Report.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance; postage, 32.
Extra copies 30 cents each (cash).
Copies can be posted from the Office to addresses sent; including postage, 34 cents each, or \$1 for three copies (cash).
Hongkong, 6th July, 1901.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, on THURSDAY, 14th July, at 5.30 p.m., to receive and pass Annual Report and Statement of Accounts and to elect Officers and Committee for ensuing year.

A. DENISON,
Acting Hon. Secretary.
Hongkong, 5th July, 1901. [1639]

LAUNCH FOR SALE.

A VERY Strongly Built and Well Finished LAUNCH. All tank 58 ft long, 11 ft beam, 6 ft deep. Surface Condensing Engines, Cylinders 7 ft and 15 ft. Stroke, 16 inches. Boiler, 5 ft by 6 ft. Steam Pressure, 125 lbs. Speed 10 1/2 miles per hour.

Vessel will be completed and ready for use in Fourteen Days. Very suitable as an Office Launch.

Apply.
H. F. CARMICHAEL,
Queen's Buildings.
Hongkong, 22nd June, 1901. [1564]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 6th July, at Noon, alongside of the DOUGLAS STEAMSHIP CO.'S WHARF, One HOUSE HAKKAH BOAT with 12 feet by 8 feet Cabin, Built in October last, Coppered Bottom. A First Class Sea Boat, with all Conveniences for Shooting and Bathing purposes, including COMPASS and CHART, COOKING UTENSILS, CROCKERY, WARE and CUTLERY, LAMP, &c., &c. Length 50 feet, beam 11 feet, depth of hold 4 feet.

On view until day of sale off Al King's Yacht Slipway near No. 2 Police Station, Wanchai.

Also
One SAILING SKIFF—Measuring 15 feet Long, 4 feet 5 in. Beam, with 2 Oars and Rowlocks.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd July, 1901. [1676]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

TUESDAY, the 9th July, 1901, at 2.30 P.M. at his Sales Rooms, Queen's Road, TWEED, SERGE, and FLANNEL in Suit Lengths.

FINE BLACK and FINE FRENCH COATING.

GENTS' WHITE and COLOURED SHIRTS.

LADIES' DRESS MATERIALS, SILKS, SHOES and GENTLEMEN'S BOOTS.

SHOES and SLIPPERS, TENNIS SHOES, LADIES' and GENTLEMEN'S RAIN COATS and JACKKNIVES.

HAND BAGS, OVERLAND TRUNKS, WOOLLEN BLANKETS.

TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 5th July, 1901. [1688]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

WEDNESDAY, the 10th July, at 2.30 P.M., at Causeway Bay, SIX LARGE MATSHEDES, A Quantity of OATS, about 11 Tons, More or Less.

Do. OATEN STRAW, 5 " damaged
Do. STEEL, 5 " In good
Do. FIREWOOD, 20 " condition

A Quantity of EMPTY TUBS and TILLS, &c.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd July, 1901. [1674]

PRELIMINARY NOTICE.

DURING the course of the next month (July), a Public Auction will be held at Tientsin of a large number of Animals hitherto employed by the German Expeditionary Force in North China, comprising—

AUSTRALIAN and AMERICAN SADDLE and DRAUGHT HORSES, BIG AMERICAN MULES, CHINESE MULES, and CHINESE PONIES.

Intending buyers are specially requested to communicate with the Undersigned (care of Club Concierge, Tientsin), who has been appointed Selling Agent.

A fair amount of SADDLERY will probably also be put up for sale at the same time.

Further details will follow.
von CALATIN.
Tientsin, 20th June, 1901. [1681]

NOTICE.

ANY OUTSTANDING CLAIMS against the Undersigned must be sent in on or before the 18th instant for PAYMENT.

Customers are respectfully requested to settle all their accounts before the above mentioned date.

A. ABDULLA & CO.,
132, Wellington Street.
Hongkong, 3rd July, 1901. [1672]

NOTICE.

THE attention of the community is drawn to the fact that SIGNATURE SHEETS, to be attached to a Petition to the Right Honourable the Secretary of State for the Colonies, asking for the Appointment of a Commission to Enquire into the Sanitary Condition of Hongkong, etc., are open for Signature at the following places:—

Messrs. A. S. Watson & Co., Ltd.
Messrs. Kelly & Walsh, Ltd.
Messrs. Leao, Crawford & Co.
Messrs. W. Brewer & Co.
Messrs. Caldwell, Macgregor & Co.
The Robinson Piano Company, Ltd.
The Victoria Dispensary.
Messrs. Watkins, Ltd.
The Hongkong Hotel, Ltd.
The Peak Hotel.

The Hongkong Daily Press Office.
Mr. H. Kintopp, Kowloon Store.
Copies of the Petition may also be seen at the above.

Hongkong, 2nd July, 1901. [1662]

FOR SALE.

THE GERMAN STEAMER "MUENCHEN," 4,536 Tons Gross, 2,855 Tons Net, as she now lies in the Commodore Dock at Kowloon, Hongkong, in damaged condition, with all her GEAR, PACKLE, ENGINES, BOILERS, MACHINERY and APPURTENANCES now on Board.

For Particulars and Inspecting Order, Apply to—

MELCHERS & CO.,
Agents,
NORDDEUTSCHER LLOYD,
Hongkong, 29th June, 1901. [1619]

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK of ELEY'S and KYNOC'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.

20 BORE CARTRIDGES.
10 " " " " " "
12 " " " " " "
10 " " " " " "
8 " " " " " "

Wm. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 3rd January, 1901. [1313]

PUBLIC COMPANIES

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Offices, No. 4, Queen's Buildings, THIS DAY (SATURDAY), the 6th July, at 12.15 P.M., for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd June to the 6th July, both days inclusive.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 6th July, 1901. [1547]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of Four per Cent. (One Dollar and Fifty Cents per Share) for the Six months ending 30th June, 1901, will be PAID on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to the 8th July, both days inclusive.

MEYER & CO.,
General Managers.
Hongkong, 26th June, 1901. [1594]

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED, IN LIQUIDATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the PREFERENCE SHAREHOLDERS will be held at the Company's Offices, No. 14, Des Voeux Road, on SATURDAY, the 20th JULY, at 12.15 P.M., for the purpose of receiving and discussing the Liquidator's proposals for dealing with the Company's Assets.

The Liquidator,
M. BENNECKE.
Hongkong, 5th July, 1901. [1699]

TO LET.

TO LET.

GODOWN, No. 5A, DUDELL STREET

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

TO LET.

SMALL GODOWN in DUDELL STREET.

For Particulars, apply to—
R. C. WILCOX.
Hongkong, 29th June, 1901. [1616]

TO LET.

WITH BOARD, BEDROOM and PRIVATE BATH in exceptionally cool, well-appointed house, Location First Class. Suitable for Married Couple or Bachelor.

SOLANO,
Care of Daily Press Office.
Hongkong, 2nd July, 1901. [1663]

TO LET.

A HOUSE in RYON TERRACE.

HOUSES at LEIGHTON HILL, "FAIRVIEW," Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 2nd May, 1901. [66]

TO LET.

POSSESSION APRIL 1st.

NO. 1, STEWART TERRACE.

Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [1661]

TO LET.

IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PRAYA EAST.

Apply to—
I. P. MADAR,
Victoria Hotel.
Hongkong, 8th June, 1901. [1450]

TO LET.

NO. 2, QUEEN'S GARDENS, 111 1/2th August, 1901, FURNISHED.

Apply to—
S. J. DAVID & CO.,
Hongkong, 8th June, 1901. [1451]

TO LET.

ROOMS or OFFICES, with SERVANTS' QUARTERS, in FIRST FLOOR, No. 6, ICE HOUSE LANE.

A. RUMJAHN,
Hongkong, 4th July, 1901. [1685]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BRACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [73]

NOTICE.

WE, the undersigned, beg to notify the Public and Shipping Community that we have just received a Large Stock of ENGLISH LAGER PILSENER in Cases of 6 dozen Pints for \$14 and \$2.50 per dozen, for which we have been appointed Sole Agents by the WREXHAM LAGER COMPANY, LIMITED.

This Beer speaks for itself.
BITCHIE & CO.,
No. 39, Des Voeux Road.
Hongkong, 20th June, 1901. [1592]

INSURANCES

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [29]

THE YAN ON MARINE AND FIRE INSURANCE COMPANY, LIMITED.

CAPITAL.....\$1,000,000.

THIS Company is prepared to issue Policies of Insurance against MARINE and FIRE RISKS from and after this date.

CHAN YUT NGAM,
Secretary.
Hongkong, 1st July, 1901. [1650]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FIRE FUNDS.....2,433,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd July, 1901. [1641]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPPACK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1894.

CAPITAL.....£410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Hongkong, 20th May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [194]

"L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [2794]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1833).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Hongkong, 2nd April, 1900. [33]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS,

60 & 62, DES VOEUX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.E. MECH. E.
E. O. MURPHY, M.E. SC. A.M.I. MECH. E.
Hongkong, 4th January, 1901. [13]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, HOLLAND, WISE & CO.
Hongkong, 16th September, 1899. [1569]

AMERICAN SYSTEM OF DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [1508]

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

STERLING RESERVE.....\$10,000,000

SILVER RESERVE.....\$10,000,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS.
R. SHEWAN, Esq.—Chairman.
Hon. J. J. DELL IRVING, Esq.—Deputy Chairman.

A. Haupt, Esq. H. Schubar, Esq.
D. Meyer Moses, Esq. N. A. Sibs, Esq.
A. J. Raymond, Esq. H. W. Slade, Esq.
R. L. Richardson, Esq. H. E. Tomkins, Esq.
Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.

MANAGER:
Shanghai—H. M. BAVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

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KANG ON.
Contractor: 30, D'Almeida Street. Local
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Mechanics engaged. Estimates given.

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THE PHARMACY.
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Chemists and Druggists, High-class Aca-
demic Waters, Dealers in Photographic
Requisites, Queen's Road.

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A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Bergman's Kodak Films and Accessories;
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JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

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A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 100 House Street.

MEE CHEUNG.
100 House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Engraving and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 87, Queen's
Road Central.

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F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

DISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Lignin Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND.
44 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Rigging Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition (V. Gray,
bound Brand) and Blundell,
Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 10, Queen's Road,
Opposite Kahn's Curio Store.

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D. S. DADY BURJOR, "Los Filipinos."
Imports of the Best Manila Cigars; 25,
Pottiniger Street.

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DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HAUGHTON & CO.)
(Nearly opposite the Hongkong Hotel).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of 'Eye Strain',
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVISE FREE.

R. RUINANT PERE & FILS, REIMS

Established 1719.
**CHAMPAGNE GROWERS AND
SHIPPERS.**
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [127]

NOTICE OF REMOVAL

WE have This Day Temporarily Moved
our Office from No. 4, Queen's Road
Central to No. 1, DUNDRELL STREET,
underneath Messrs. WENDT & CO.
T. M. STEVENS & CO.
Hongkong, 1st July, 1901. [1639]

[ALL RIGHTS RESERVED.]

A NILE LOVE STORY.

BY
JAMES BAKER(Author of "John Westcott," "The Gleaming
Dawn," "The Cardinal's Page," &c.)

(Continued.)

The curiosity increased as the paper came up
the table, and I saw Frank watching Miss
Dacre closely; at last it came to me, and I
saw the translation was my own quatrains.
It was a little cruel. I ought to have handed
it on to Miss Dacre, but I reached across to
the little American who had started it on its
journey.

"Oh, let me see it, that's not right," re-
claimed the fair Helen.
Jane handed it back to her, saying, "It's
up-to-date."

Miss Dacre took it, studied the drawings and
then turned to the back. Her warm blood
quickly flushed and she, and rushed
onwards until her forehead was deeply tinged.
How would she take it?
Frank almost betrayed himself, he looked so
half-astounded, and I thought, anxious.

The warm colour quickly left her face again
and with a laughing smile she said, "These old
Egyptians were right to love the sun," and then
with some malice added, "Who taught you the
hieroglyphics, Miss Whitehouse? There is no-
thing old in the States."

Frank looked saved, but gallantly came to his
little plotter's rescue with, "and that makes the
Americans love to study antiquity."
"I just do on old things," exclaimed Jane.
Miss Dacre had slipped the pictured poem
under her menu; she meant to keep it. That
night the ship tied up at a bit of a village of
mud huts, beneath a picturesque palm grove; a
lonely place but full of all the characteristics of
African scenery.

We were a little group on deck, watching
the moon rise betwixt the palm stems.
"Oh, how I should like to go for a stroll
between those palms," suddenly exclaimed
Helen.

"It is too dangerous here," quietly said the
doctor, who, as usual, was near.
"Danger? Don't our soldiers rule up to
Wady Halfa, and we are hundreds of miles
from that?"

But the natives are very treacherous—it is a
noted place for outbreaks.
"Oh, they won't hurt us. I should like to
go."

"I think the doctor is too easily frightened,"
said Frank Clynton. "I am sure there is no
danger, and a stroll would be very interesting."
I will put on a dark cloak, and she
promptly disappeared down a gateway, to be
seen promptly reappear in a long dark cloak that
hid her white dress. I knew the place had a
bit of a bad name, so spoke to the dragoman,
who preferred they should not go ashore, but
sent a young dragoman after them, and I
followed him. I saw Frank hand Miss Dacre
over the side, and up the steep Nile bank; at
the top a couple of Arabs in white galabiyehs
and with spears, seemed to bar his way, but he
waved them on one side; he and his lady friend
passed on, but one of the men followed close
behind them; the other waited for us, and their
path between the tall palms on the soft sandy
soil soon became very narrow; there seemed
only room for one, but by the increasing light
of the moon I could see that Miss Dacre was
very close to Frank's side.

They twisted in and out, following the line
of the little village that ran along the Nile
bank; just little mud huts, where dark forms
were grouped, or lay stretched out in sleep.
At last they emerged upon the river's bank in
the full light of the moon. I held back the
dragoman and the man with the spear that I
knew was one of the gaffers or village guards, and
let the couple get well ahead of us, ere we came
to the ship. I did not want to spoil Frank's
score off the doctor, and he did not score pretty
heavily for when I got on board I heard his
companion in this little expedition say: "He
may be a doctor, but he's a very bad specimen
of a man, poor fellow. But really that man
with the spear did frighten me! How quickly
he did what you told him."

"Oh, they feel they must obey a white man,"
said Frank.

"Yes, if he has any pluck. Thank you so
much, it was quite a sensation."
I did not listen more, but I chaffed Frank
about his prowess and command over the village
guards.

"Guards! What guards?" he exclaimed.
"Ah, well, they frightened Helen. She is very
nice."

It was Frank now that was sometimes seen sit-
ting on the sunny side, but still the doctor was
highly favoured, and both were made on the suc-
cess with the fair Helen of the doctor or Frank.

From the doctor's point of view we were a
bustly little ship, but at last he got a fever
case; a young American boy, son of a New
York millionaire, was said to have it. He was
isolated, a canvas screen was run up to stop any
passing his cabin door; as he had always been
rushing about in the sun without a hat, I hinted
at sunstroke, but for days the canvas screen
was kept up, and the doctor was busy.

We went on joyfully enough, churning away
southwards, on into the land of mystery and
palms; halting at night in strange places, and
searching in the daytime spots of marvellous
beauty and wondrous interest. At Assiout we
had a diversion from the Baron's music, and the
fair Helen's conquests. A wealthy, oppressively
rich, well-preserved plump widow, and three
men. As they had done the Nile so far in a
dababiyeh, they could not fraternise with a
steambot company. But terribly rough and
blackwood was one of their number who paid
assiduous court to the wealthy widow; and as
they had come on board just after our visit to
the tombs of the wolf at Assiout he got promptly
dubbed the sacred wolf.

But their presence gave Frank more freedom
from the doctor's worrying persistency, for the
Frisco lady had made a slight complaint of
exhaustion to him.

"The doctor seems interested in the Yankees,"
said Frank one evening as we were sitting
grouped on deck in the cool night air.

"They are a queer lot," said Miss Dacre.
"And aged at being exclusive with a separate
table," exclaimed Mr. Dacre.

"Yes, until they found out about our Baron
and the German Count; now they want to chum
in," said Frank.

"What should you say about the little party,
Mr. Dacre?" I asked.

"Oh, I call it the Widow's Cruise," retorted
the old lady; and the widow's cruise the party
were called for the rest of the voyage, and left
severely alone; so that even the doctor had to
explain that his association with them was
purely professional. This explanation seemed
to satisfy Helen Dacre, for again the doctor
was in the running, and was seen riding beside
her as frequently as Frank in our gallops
ashore.

It was at Assiout where Frank brought off
his grand coup. A night camel party had been
arranged to go eastward across the desert to see

the new waning moon rise over the Arabian
mountains. It was late at night when they
started. Frank was mounted on a tall white
beast, and ahead of him were the doctor and
Helen Dacre, amidst a small group of other
riders, led by some guards and two dragomen.
In spite of its size Frank's mount was a slow
one, and he was soon far in the rear; but he
noticed by the stars that after going north,
they veered to north west over the wild stony
desert; and then the rising light ahead told
him for what they were storing, and on he
went; but suddenly, as he neared some low,
brown huts, his camel quickened his pace, and
as he came up to the huts he saw a small group
of Bishari, the wild "fuzzywuzzies" tribe, lanc-
ing and shouting around a solitary figure on a
camel.

Instinctively they went his best.
"Drive them away! Oh, do drive them
away!" cried the figure, and then, "Oh, Frank,
they will kill us." It was Miss Dacre.

"How did she get left alone?" he thought, but
the crowd of bushy haired Bishari swarmed
round him, and one tall giant with a terrific head
and long spear strode up to him, talking fast
and gesticulating. What was he to do? How
get her clear of this tribe? But one word
from the tall Bishari came clearly to his ears.

"Cigarettes." He dived into his pockets and
produced a handful of cigarettes, but the other
screamed and danced round them. Just then,
against the skyline of light of the rising moon,
he saw ahead the dark forms of the camel group,
and pointing to them with his stick, he yelled
out in his best Arabic, "Inshah Mc-fish,
Bachshis," and giving more cigarettes, he seized
the halter of Miss Dacre's camel, and with a
dig with his heels into his own beast, pulled
her through the yelling little crowd, and soon
they were out alone on the will hard desert.

He rode closely to Miss Dacre's camel, and
stretched out his hand, saying, "I hope you are
not frightened."

"Oh, Mr. Clynton! what should I have done
if you had not come up?"

"And I will always call you Frank when we
are amongst Bishari."

He felt it too hard to press her now, so they
pushed on, and as they topped a stony hill, saw
their party ahead, but returning; they halted
in the full light now, and both burst into a
hearty laugh at their adventure.

When the party joined them, the doctor was
talking with the father of his fever patient, and
Miss Dacre had not been missed in the gloom.

In less than a month we were back in Cairo,
but on the day of arrival most of the lady passen-
gers had little notes from the doctor beginning,
"To medical attendance." One lady's ran: "save
for the lips," &c. &c. Attendance one guinea.

The fever boy cost his parents a good round
sum. What the Widow's Cruise party paid
no one knew. Mrs. Dacre received no note
from the doctor, but he has not married Miss
Dacre, neither has Frank Clynton. Frank
says he is going to America this year. Miss
Jane Whitehouse lives in Philadelphia; being
the daughter of a millionaire, she travels about
a good deal.

"The Nile love story is ended."
[THE END.]

CLARKE'S B 41 PILLS

are warranted to cure, in either sex, all acquired or
constitutional Discharges from the Urinary
Organs, Gravel, and Pains in the Back. Free
from Mercury. Established upwards of 30
years. In Boxes 4s. 6d. each, of all Chemists
and Patent Medicine Vendors throughout the
World. Proprietors, THE LINCOLN AND MID-
LAND COUNTIES DRUG COMPANY, Lincoln,
England. [54]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I. A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI)
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 264 "

DOCK No. 2 (at MUKAIJIMA)
Extreme Length... 371 feet.
Length on Blocks... 359 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE)
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1605]

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A I Code.
Liebert's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901. [1554]

R. J. REMEDIOS
FOREIGN AND COLONIAL STAMP
DEALER.
No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 percent Discount Allowed. [1396]

THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the
POSITION OF SUPERINTENDENT
OF PUBLIC WORKS AND GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB LIVINGSTON & CO.,
Agents.
Hongkong, 29th January, 1901. [533]

SAVE YOUR HAIR

With Shampoos of



And light dressings of CUTICURA, purest of emollient skin cures.
This treatment at once stops falling hair, removes crusts, scales, and
dandruff, soothes irritated, itching surfaces, stimulates the hair folli-
cles, supplies the roots with energy and nourishment, and makes the
hair grow up a sweet, wholesome, healthy scalp, when all else fails.

Complete External and Internal Treatment for Every Humour.
Cuticura Soap, to cleanse the skin of crusts and scales and soften the
thickened cuticle. Cuticura Ointment, to instantly stop itching, inflammation, and irri-
tation, and soothe and heal. Cuticura Hair-Preparation, to cool and cleanse the scalp. A
full, and sufficient, to cure the severest humours, with loss of hair, when all else
fails. Cuticura Soap, Cuticura Ointment, and Cuticura Hair-Preparation, all sold
everywhere. "All about the Skin, Scalp, and Hair," post free. Putnam Co., 536
Fifth Ave., Boston, U.S.A.

[53-11]



Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2633-3]

"MONTSERRAT"
(TRADE MARK)
**Lime Fruit Juice
AND CORDIALS.**
"MONTSERRAT" LIME-FRUIT JUICE either with
water or Aerated Water is a delightful thirst
quencher.
The LANCET says: "We counsel the public to drink
Lime-Fruit Juice whenever and wherever they list, it is
a far more wholesome drink than any form of Alcohol."
N.B.—Lime-Fruit Juice, the most refreshing and healthful
beverage, is sold in bottles of 12 and 24 each, and the
American Government for the troops in Cuba.
Sole Consignees—
EVANS, LEITCH & WEBB, LONDON.
EVANS, SOBS & CO., LIVERPOOL.
Agents:
HONGKONG:—A. S. Watson & Co., Ltd., 11, D. S. Edgar Building,
Raffles Place, and 11, Queen's Road, Central.
PENANG:—K. S. K. & Co., Ltd., 11, D. S. Edgar Building,
Raffles Place, and 11, Queen's Road, Central.
SINGAPORE:—K. S. K. & Co., Ltd., 11, D. S. Edgar Building,
Raffles Place, and 11, Queen's Road, Central.
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EVANS, LEITCH & WEBB, LONDON.
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Raffles Place, and 11, Queen's Road, Central.
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Raffles Place, and 11, Queen's Road, Central.

JAPAN
COALSTHE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—14, LIME STREET, E.C.
HONGKONG OFFICE:—10, TEN HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, ...
Hankow, Chiofo, Peking, Nanking, Port Arthur, Seoul, Chomampo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shin-osaka, Moji, Wakamatsu, Karatsu,
Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI"
A.B.C. and A.I. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE REPRESENTERS of the Famous Miike, Higawa and Yamano Coal Mines; and
SOLE AGENTS for Fukuma, Hokuetsu, Ichi-mura, Kanada, Kishima, Mannoura, Onoura,
Otsuji, Tokujiyama, Tanakura, Yoshinotani, Yoshio, Yunkibara, and other Coal Mines.
[1391]

NOW ON SALE.

THE
CHRONICLE AND DIRECTORY

FOR
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,
PHILIPPINES, BORNEO, &c.,
FOR
1901.
THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-
lands India to Siberia, which European trade visits.
Not only is the Directory as full and complete as can be made, but each Colony,
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
will serve as accurate GUIDES FOR TOURISTS, giving every detail in connection with
the places, their History, Topography, &c. &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed
with facts, concisely set out, and containing statistics of the TRADE of each Country and
Port, would alone suffice to fill a large volume.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

"BENGAL"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and God-
down Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

This vessel brings on Cargo:—
From London, &c.; ex s.s. Britannia.
From Persian Gulf, ex s.s. B. L. S. N. and
B. & P. S. N. Co.'s steamers.

Optional goods will be landed here unless
instructions are given to the contrary before
5 p.m., TO-DAY.

Goods not cleared by the 11th instant, at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 4th July, 1901. [11]

NOTICE TO CONSIGNEES.

S.S. "PURITAN"
CONSIGNEES of Cargo Ex s.s. Puritan
from New York are hereby notified that
their Cargo transhipped at Singapore into the
s.s. Adria has now arrived and is being landed
and placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon.

Consignees are requested to immediately
send in to the undersigned original Bills of
Lading, in exchange for which they will receive
local Bills of Lading on which delivery can be
obtained.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 3rd July, 1901. [1677]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"DEUCALION"

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the God-
owns of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 3rd inst.

Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 8th instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 a.m. on the 9th instant.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st July, 1901. [15]
FROM HAMBURG, PENANG AND
SINGAPORE.

THE H.A.L. Steamship
"ACILIA"

Captain von Dührn, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

Any Cargo impeding here discharge will be
loaded into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 8th inst. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th inst. at 3 p.m.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 1st July, 1901. [1656]

COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo from London,
ex s.s. Bagdad, and Bordeaux, ex
s.s. Ville d'Arres, in connection with above
Steamer, are hereby informed that their
goods, with the exception of Opium, Treasure
and Valuables, are being landed and stored at
their risks into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, where delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	CHUSAN	Brit. str.	2 m	C. L. Daniel	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	GLINES	Brit. str.	—	J. Rafferty	McGregor Bros. & Co.	On 11th inst.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
LONDON	ALCIBIOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	PELUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th August.
LIVERPOOL DIRECT	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
HEMEN, via PORTS OF CALL	KLAUSCHOU	Jap. str.	—	P. Lunesschloss	MELCHERS & Co.	On 11th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, via SUEZ CANAL	WARASA MARU	Jap. str.	—	J. B. McMillan	NIPPON YUSEN KAISHA	On 12th inst. at Daylight.
MARSEILLES & LONDON	JAVA	Fr. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 12th inst.
MARSEILLES, &c. via PORTS OF CALL	SALAMIS	Ger. str.	—	Girard	MESSAGERIES MARITIMES	On 15th inst. at 1 p.m.
HAVRE, BREMEN & HAMBURG	WURZBURG	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG	ACILIA	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	—	g. Dühren	HAMBURG-AMERIKA LINIE	On 2nd September.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Porzelius	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 21st September.
NEW YORK via SUEZ CANAL	INDRANI	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 10th inst.
NEW YORK via PORTS & SUEZ CANAL	HUDSON	Brit. str.	—	—	DODWELL & Co. Limited	On or about 1st August.
NEW YORK via SUEZ CANAL	ARARA	Brit. str.	—	—	SHAW, TOMES & Co.	On or about 1st August.
NEW YORK	L. SCHEPP	Amr. ship.	k. w.	—	CARLOWITZ & Co.	Quick despatch.
TRIESTE, &c. via PORTS OF CALL	MARIA VALERIE	Aus. str.	—	Berberovich	AINHOLD, KARBEL & Co.	Quick despatch.
VANCOUVER, via MOJIL &c.	TAKATA	Brit. str.	—	G. D. Bowles, R.N.R.	SANDER, WIELER & Co.	On 17th inst. p.m.
VANCOUVER, via SHANGHAI &c.	QUEEN OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. Co.	Quick despatch.
VICTORIA, B.C. & Tacoma via SHANGHAI &c.	QUEEN ADELAIDE	Brit. str.	—	F. McNair	CANADIAN PACIFIC R. Co.	On 17th inst.
VICTORIA, B.C. &c. via SHANGHAI &c.	INDUMI MARU	Jap. str.	—	M. J. Currow	DODWELL & Co. Limited	On 8th inst.
VICTORIA (B.C.) & SEATTLE	KASOW	Brit. str.	—	G. A. Rodway	NIPPON YUSEN KAISHA	On 8th inst. at 4 p.m.
PORTLAND (O.R.)	INDRAPURA	Brit. str.	—	—	JARDINE, MATHESON & Co.	Quick despatch.
SAN FRANCISCO via AMOY, SHANGHAI &c.	HONGKONG MARU	Jap. str.	—	—	SHAW, TOMES & Co.	On 12th inst.
SAN FRANCISCO via AMOY, SHANGHAI &c.	CITY OF PERKING	Amr. str.	—	—	TOYO KISEN KAISHA	On 30th inst. at Noon.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	2 m	—	PACIFIC MAIL S. S. Co.	On 10th inst.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	AUSTRALIAN	Jap. str.	—	Helms	BUTTERFIELD & SWIRE	On or about 14th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	GIRD, LIVINGSTON & Co.	On 24th inst. at 4 p.m.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 25th inst. at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	KUROSHIMA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 10th inst. at Noon.
MOJIL, KOBE & YOKOHAMA	KWEIYANG	Brit. str.	2 m	T. Murai	NIPPON YUSEN KAISHA	On 16th inst. at Noon.
TIENSIN	HUI-HO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI PORT ARTHUR, CHEFOO &c.	BANCA	Brit. str.	—	Crawford	SEMPSEY & Co.	To-day, at 3 p.m.
SHANGHAI & JAPAN	COROMANDEL	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 18th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	SPUTAGIT	Ger. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 19th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	WOOSUNG	Brit. str.	—	P. Grosch	MELCHERS & Co.	Quick despatch.
NINGPO & SHANGHAI	MAIZURU MARU	Jap. str.	—	K. Suzuki	BUTTERFIELD & SWIRE	On 9th inst.
ANTUNG, via SWATOW & AMOY	ANPING MARU	Jap. str.	—	S. Atsami	MITSUI BUSSAN KAISHA	On 10th inst.
FOOCHOW via SWATOW & AMOY	DAIN MARU	Jap. str.	1 m	T. Ogata	MITSUI BUSSAN KAISHA	On 17th inst. at Daylight.
TAMSIU via SWATOW & AMOY	TOONAN	Brit. str.	2 m	Blethon	MITSUI BUSSAN KAISHA	To-morrow.
HAIPHONG	YUENSANG	Brit. str.	3 m	P. H. Rolfe	DODGIA, LAPRAIK & Co.	To-day, at 4 p.m.
MANILA	PERIA	Brit. str.	—	G. T. Blaxland	JARDINE, MATHESON & Co.	To-day, at 4 p.m.
MANILA DIRECT	KASHING	Brit. str.	—	—	SHAW, TOMES & Co.	On 9th inst.
MANILA	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 14th inst.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	—	K. Kori	BUTTERFIELD & SWIRE	On 19th inst. at Noon.

SHIPPING.

ARRIVALS.

July 5, HONG KONG, British str., 2,056, H. Peter, Straits 29th June, General—CHINESE.

July 5, TOONAN, American str., 956, J. Blothen, Haiphong and Hoihow 2nd July, Rice—DOUGLAS LAFAYETTE.

July 5, TAIYUAN, British str., 1,450, Dawson, Foochow 3rd July, Tea—BUTTERFIELD & SWIRE.

July 5, LOONGSANG, British str., 1,090, G. S. Weigall, Manila 2nd July, General—JARDINE, MATHESON & Co.

July 5, PERIA, British str., 1,287, Geo. Blackland, Manila 2nd July, General—SHEWAN, TOMES & Co.

July 5, HADONG, British steamer, 783, H. Bathurst, Swatow 4th July, General—JARDINE, MATHESON & Co.

July 5, HONGKONG, French str., 862, Pannier, Haiphong and Hoihow 4th July, General—K. R. MARY.

July 5, MACKDONIA, British str., 1,945, W. E. Sawyer, Moji 3rd June, Coal—JARDINE, MATHESON & Co.

July 5, FUSHUN, British str., 1,500, Lunt, Canton 5th July, General—CHINESE.

July 5, HIRAGONO, Italian str., 1,500, P. Binson, Bombay 17th June, General—CARLOWITZ & Co.

July 5, CLARA, German steamer, 675, Hansen, Pakhoi and Hoihow 4th July, General—JENSEN & Co.

July 5, DEIMA, German str., 794, Schalkier, Manila 2nd July, Ballast—CHINESE.

July 5, L. SCHEPP, Amr. ship, 1,673, Kendall, Manila 25th June, Ballast—CARLOWITZ & Co.

CLEARANCES.

At the Harbour Master's Office.
5th July.
Michael Jensen, German str., for Haiphong.
Wongkoo, French str., for Pakhoi.
Hoihow, French str., for Hoihow.
P. C. Kline, British str., for Swatow.
Kline, British str., for Foochow.
Hong Lee, British str., for Amoy.
Sabine Rickmers, British str., for Swatow.
Hailong, British str., for Haiphong.

DEPARTURES.

5th July.
AUSTRALIAN, British str., for Shanghai.
BENGAL, British str., for Shanghai.
KANAWA MARU, Japanese str., for Japan.
SIAM, Danish str., for Shanghai.
GERMANIA, German str., for Hoihow.
SULLBERG, German str., for Chefoo.
QUARTA, German str., for Canton.
HAITAN, British str., for Swatow.
LOKSANG, British str., for Swatow.
MIN, British str., for Shanghai.

VESSELS IN DOCK.

5th July.
ABERDEEN DOCKS.—Union, Iria, Haitan, Arthuse, Koinichang, Taku, Devonshire, Nanshan.
COSMOPOLITAN DOCK.—Colonies, München, Simongon.

SHIPPING REPOMIS.

The British steamer *Perla*, from Manila 2nd July, had moderate S. to S.W. winds with occasional heavy rain throughout.
The British steamer *Loongang*, from Manila 2nd July, had fresh S.W. monsoon, thick weather, accompanied with rain throughout.

VESSELS ON THE BERTH.

THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.
THE Steamship
"INDRANI"
will be despatched for the above port on or about 10th July, 1901.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 14th June, 1901. [1273]

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 6th July, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 24th June, 1901. [1]

FOR SHANGHAI, PORT ARTHUR, CHEFOO AND NEWCHANG.
THE Steamship
"HSIEH-HO."
Captain Crawford, will be despatched for the above ports TO-DAY, the 6th July, at 3 p.m.
For Freight, apply to
SIEMSEEN & Co.,
Agents.
Hongkong, 24th June, 1901. [1618]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"YUENSANG,"
Captain P. H. Rolfe, will be despatched for the above ports TO-DAY, the 6th inst., at 4 p.m.
This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 2nd July, 1901. [1668]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR TAMSUI via SWATOW AND AMOY.
THE Company's Steamship
"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 7th inst.
For Freight or Passage, apply to
"THE MITSUI BUSSAN KAISHA,"
Agents.
Hongkong, 1st July, 1901. [17]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING (via SWATOW AND AMOY).
THE Company's Steamship
"MAIDZURU MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 10th July.
For Freight or Passage, apply to
"THE MITSUI BUSSAN KAISHA,"
Agents.
Hongkong, 1st July, 1901. [18]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON, &c. { CHUSAN } Noon, 6th July { See Special Advertisement. }
C. L. Daniel, R.N.R.
MARSEILLES AND { JAWA } About 12th { Freight or Passage. }
LONDON { G. W. Gordon, R.N.R. } July
SHANGHAI AND { BANCA } About 18th { Freight. }
JAPAN { G. W. Babot } July
SHANGHAI { COROMANDEL } About 19th { Freight or Passage. }
F. W. Vibert, R.N.R.
For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 5th July, 1901. [1]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASSOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
SAMBA { HAYRE, BREMEN & HAMBURG } On 18th July. Freight.
Capt. Schmidt { (Calling at Singapore and Colombo) }
WUEZZBURG { HAYRE & HAMBURG } On 26th July. Freight.
Capt. Schneider { (Calling at Singapore and Penang) }
ACILIA { HAYRE & HAMBURG } On 9th Aug. Freight.
Capt. v. Dühren { (Calling at Singapore and Colombo) }
ALEXANDRIA { HAYRE & HAMBURG } On 2nd Sept. Freight.
SIBERIA { HAYRE & HAMBURG } On 10th Sept. { Freight and Passage. }
Capt. Porzelius { (Calling at Singapore and Colombo) }
ANDALUSIA { HAYRE & HAMBURG } On 21st Sept. Freight.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1. [1051]
Hongkong, 6th July, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
INDUMI MARU { VICTORIA, B.C. AND SEATTLE } Monday, 8th July, at 4 p.m.
M. J. Currow { U.S.A. via SHANGHAI, MOJIL, KOBE, and YOKOHAMA }
WAKASA MARU { MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID } Friday, 12th July, at Daylight.
J. B. McMillan
HIROSHIMA MARU { MOJIL, KOBE and YOKOHAMA } Tuesday, 16th July, at Noon.
T. Murai
BINGO MARU { KOBE and YOKOHAMA } Friday, 19th July, at Daylight.
F. Davies
KAGOSHIMA MARU { BOMBAY, via SINGAPORE and COLOMBO } Friday, 19th July, at Noon.
K. Kori
KASUGA MARU { NAGASAKI, KOBE and YOKOHAMA } Friday, 19th July, at Noon.
H. Fraser
YAWATA MARU { SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE } Friday, 26th July, at 4 p.m.
A. E. Moses
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Queen Road.
A. S. MIHARA,
Manager.
Hongkong, 1st July, 1901. [13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUMA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
KLAUTSCHOU (Hamburg-Amerika Linie) THURSDAY 11th July.
BAYERN THURSDAY 25th July.
STUTTGART THURSDAY 25th July.
KONIG ALBERT THURSDAY 22nd August.
PRINZESS IRENE THURSDAY 5th September.
PRINZ HEINRICH THURSDAY 19th September.
PREUSSEN WEDNESDAY 2nd October.
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 16th October.
SAUSSEN WEDNESDAY 30th October.
KLAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 13th November.
BAYERN WEDNESDAY 27th November.
STUTTGART WEDNESDAY 11th December.
KONIG ALBERT WEDNESDAY 25th December.
PRINZESS IRENE WEDNESDAY 8th Jan. 1902.
PRINZ HEINRICH WEDNESDAY 22nd Jan. 1902.
PREUSSEN WEDNESDAY 5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 19th Feb. 1902.
SAUSSEN WEDNESDAY 5th Mar. 1902.

ON THURSDAY, the 11th day of July, 1901, at Noon, the Steamship "KLAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Lunesschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 9th July. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 10th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 10th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 28th June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

"EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.
"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.
"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, "TARTAR" 4,425 Tons. Comdr. G. D. Bowles, R.N.R. "ATHENIAN" 3,982 Tons. Comdr. H. Mowatt. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 3rd July, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
QUEEN ADELAIDE	2832	F. McNair	July 8th
OLYMPIA	2837	J. Truebridge	July 16th
GLENOGIE	3750	W. Franks	July 28th
TACOMA	2911	J. Alven	August 6th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £32.

Excellent accommodation. First-class Table. Doctors and Stewardesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night Tacoma to New York in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.

Hongkong, 5th July, 1901.

[11]

VESSELS ON THE BEATH.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 10th July.
GLASGOW and LIVERPOOL.	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL.	"TANTALUS"	On 23rd July.
GLASGOW and LIVERPOOL.	"IDOMENEUS"	On 7th August.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 31st July.
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"PELEUS"	On 6th Aug.
LIVERPOOL Direct.	"GLAUCUS"	On 15th July.

Hongkong, 28th June, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
BRISBANE, SYDNEY and MEL.	"TAIYUAN"	On 6th July.
BOURNE	"WOOSUNG"	On 9th July.
NINGPO and SHANGHAI	"KASHING"	On 9th July.
MANILA	"KWEIYANG"	On 10th July.
TIENTSIN	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWN, SVIL, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	On or about 14th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 5th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE.

VICTORIA (B.C.) and SEATTLE calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in conjunction with the GREAT NORTHERN RAILWAY CO.'S LINE.

THE Steamship "KAISOW" 3,220 Tons, Commander G. A. Rodway, is due here on 6th July, and will have quick despatch. Consular Invoices must accompany all overland shipments.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 27th June, 1901. [1609]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship "KINTUCK" Sails from Seattle about the 10th of July. "CHINGWO," Sails from Seattle about the 24th of July. "HYSON," Sails from Seattle about the 10th of August. "KAISOW," Sails from Seattle about the 24th of August, and will be followed by the Company's regular sailings.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents. Hongkong, 29th June, 1901. [1624]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship "ANPING MARU," will be despatched for the above ports on WEDNESDAY, the 17th July, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 3rd July, 1901. [19]

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

MANUEL LLAGUNA, Amr. ship, Nichols—Standard Oil Co.
SEA WITCH, American ship, Howes—Master.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABRIEL"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.

THE P.M.S.S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, shall be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,

ACTING AGENT.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"GLENESK"

Captain J. Rafferty, will be despatched for the above ports on the 14th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901. [1532]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-Class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship "INDRAPURA"

will be despatched for Portland (Or.) on or about the 12th July.

Through Bills of Lading issued to Pacific Coast Points and all East-ern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd June, 1901. [1562]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ARARA,"

Captain Williamson, will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 13th June, 1901. [1263]

FOR NEW YORK.

THE 30 A.I. American ship

"I. F. CHAPMAN" shortly expected here from KOBE, will lead for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, 2nd July, 1901. [1067]

FOR NEW YORK.

THE 30 A.I. American ship

"L. SCHEPP" will lead for the above port, and will have quick despatch.

For Freight, apply to CARLWITZ & CO., Agents.

Hongkong, 3rd June, 1901. [1414]

VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUZ, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ADRIATIC PORTS)

THE Company's Steamship "MARIA VALERIE,"

Captain Berthold, will be despatched as above on WEDNESDAY, the 17th inst. (P.M.) Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 1st July, 1901. [6]

HONGKONG STEAMERS.

Bisagno, Italian str., 1,300, Binson, July 5.

Burnside, Amr. str., 1,400, Laffin, April 11.

Chasun, British str., 2,852, Daniel, July 4.

Clara, German steamer, 675, Hansen, July 5.

Daijin Maru, Japanese str., 900, Ogata, July 4.

Declan, German str., 704, Schlaikier, July 5.

Detwongse, German str., 1,057, Textor, July 2.

Devonshire, British str., 2,364, Conill, June 17.

Elsa, German str., 1,702, Schonwandt, June 26.

Fushun, British steamer, 1,500, Lunt, July 1.

Hailan, French steamer, 377, Marles, June 9.

Hailong, British str., 788, Bathurst, July 5.

Hipsang, British str., 1,040, Crockett, July 4.

Holman, French str., 509, Merles, July 3.

Hongkong, French str., 862, Pannier, July 5.

Hong Kong, British str., 2,056, Peter, July 5.

Kansu, British steamer, 1,240, Arnold, June 25.

Kashin, British str., 1,153, Sanderson, July 2.

Kongwai, German str., 1,115, Riegan, June 25.

Kohlschlag, German str., 1,291, Lous, June 18.

Kwelin, British str., 1,080, Mackenzie, June 20.

Loongang, British str., 1,080, Weigall, July 5.

Macdonald, British str., 1,045, Saver, July 5.

Mausang, British str., 1,643, Walsh, June 21.

Michael Jensen, Ger. str., 710, Jensen, July 2.

Manchen, German str., 1,691, Krebs, May 28.

Nanshan, British str., 1,290, Jones, June 27.

Orkney, British str., 1,284, Bradley, July 5.

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VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUZ, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ADRIATIC PORTS)

THE Company's Steamship "MARIA VALERIE,"

Captain Berthold, will be despatched as above on WEDNESDAY, the 17th inst. (P.M.) Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 1st July, 1901. [6]

HONGKONG STEAMERS.

Bisagno, Italian str., 1,300, Binson, July 5.

Burnside, Amr. str., 1,400, Laffin, April 11.

Chasun, British str., 2,852, Daniel, July 4.

Clara, German steamer, 675, Hansen, July 5.

Daijin Maru, Japanese str., 900, Ogata, July 4.

Declan, German str., 704, Schlaikier, July 5.

Detwongse, German str., 1,057, Textor, July 2.

Devonshire, British str., 2,364, Conill, June 17.

Elsa, German str., 1,702, Schonwandt, June 26.

Fushun, British steamer, 1,500, Lunt, July 1.

Hailan, French steamer, 377, Marles, June 9.

Hailong, British str., 788, Bathurst, July 5.

Hipsang, British str., 1,040, Crockett, July 4.

Holman, French str., 509, Merles, July 3.

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Kansu, British steamer, 1,240, Arnold, June 25.

Kashin, British str., 1,153, Sanderson, July 2.

Kongwai, German str., 1,115, Riegan, June 25.

Kohlschlag, German str., 1,291, Lous, June 18.

Kwelin, British str., 1,080, Mackenzie, June 20.

Loongang, British str., 1,080, Weigall, July 5.

Macdonald, British str., 1,045, Saver, July 5.

Mausang, British str., 1,643, Walsh, June 21.

Michael Jensen, Ger. str., 710, Jensen, July 2.

Manchen, German str., 1,691, Krebs, May 28.

Nanshan, British str., 1,290, Jones, June 27.

Orkney, British str., 1,284, Bradley, July 5.

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Orkney, British str., 1,284, Bradley, July 5.

Orkney, British str., 1,284, Bradley, July 5.

Orkney, British str., 1,2

